

MICHIGAN AERONAUTICS COMMISSION

Minutes of Meeting
Lansing, Michigan
November 15, 2006

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the Michigan Aeronautics Auditorium, 2700 E. Airport Service Drive, on Wednesday, November 15, 2006, commencing at the hour of approximately 10:00 a.m.

Members Present

James Collins, Chairman
Joyce Woods, Vice Chair
Terry Everman, Commissioner
Sidney Adams, Jr., Commissioner
J. William Prochazka, Commissioner
Kirk Steudle, Commissioner
Richard Elliott, Commissioner
Rob Abent, Commission Director

Members Absent

Mindy Koch, Designee - MDNR
Daniel Atkinson, Designee - MSP

Also Present

Patrick Isom, Assistant Attorney General

Staff

Barbara Burris, Executive Division
Rick Hammond, Airports Division
Pauline Misjak, Aviation Services
David Baker, Airports Division
Randy Coller, Airports Division
Matt Brinker, Aviation Services
Lin Smith, Airports Division
Mark Noel, Airports Division
Lisa Simmer, Aviation Services
Susan Gorski, Transportation Planning

A list of all others present is attached to the official minutes.

I. OPENING REMARKS

The November 15, 2006 Aeronautics Commission meeting was called to order by Chairman James Collins at 10:00 a.m. He welcomed all in attendance. He introduced the newest member of the MAC, Mr. William Prochazka, and asked the Commissioner to share a little information about himself. Commissioner Prochazka, a resident of the Battle Creek area, noted his employment as the general manager of Duncan Aviation.

The Chairman invited the balance of the members to introduce themselves. Those seated at the head table commenced with introductions as follows: Patrick Isom, Assistant Attorney General and House Counsel for the Aeronautics Commission; Sid Adams, Commissioner, Battle Creek; Joyce Woods, Commissioner, currently based at Price Linden Airport; Jim Collins, Chairman, Marquette; Rob Abent, Aeronautics Commission Director; Terry Everman, Commissioner, Flint; Kirk Steudle, Commissioner/Director of MDOT; Richard Elliott, Commissioner, Department of Military and Veterans Affairs.

The Chairman noted the absences of Commissioners Atkinson and Koch. He advised of some unfinished business from the meeting held September 13, 2006:

II. PRESENTATIONS

In keeping with established tradition, the MAC annually recognizes outstanding achievements in aviation by awarding a walnut plaque to one individual and one group. At the meeting held September 13 in Marquette, the MAC presented the individual award to James Rice, Airport Manager, Flint Bishop Airport. Extenuating circumstances, however, prevented the presentation of the group award, slated to be awarded to the Detroit Aviation Safety Counselors. Those present from the organization were asked to come forward.

Chairman Collins, Commissioners Everman and Steudle, and Director Abent together presented the group award to members of the Detroit Aviation Safety Counselors.

On behalf of the Commission, former Chairman Everman praised the organization for its passion and dedication to safety. He read from the plaque:

“In recognition of the Detroit Aviation Safety Counselors for their ongoing commitment to aviation safety, promotion of air commerce, pilot proficiency, and education of Michigan’s aviation population.” (Applause.)

(Photos were taken of the presentation to Safety Counselors Stevan Weaver, Gary Knaggs, Jerry Delaney, and Tom Kennedy, and FAA FAASTeam Program Manager Carol Callan.)

With the consent of the Chair, Mr. Weaver proceeded with a PowerPoint presentation, paraphrased as follows:

The Detroit Aviation Safety Counselors, a nonprofit 501-(c) (3) organization, is undergoing a name change. The Aviation Safety Counselors will henceforth be known as FAAS Teams, or Federal Aviation Administration Safety Teams. The Detroit FAAS Team is growing at a rapid pace. Mr. Weaver identified the board members of the Detroit FAAS Team: Mr. John Russman, President, Mr. William Arcy, Vice President, and Mr. Jerry Delaney, Treasurer.

He described the role of the FAAS Teams as regulating air commerce, promoting air commerce development, and safety. The primary function of the FAAS Team is the promotion of aviation safety. The mission of the FAAS Team is to support the FAA's goals of promoting and fostering aviation safety. Due to its efficiency and the philosophy of the Detroit Aviation Safety Counselors, the Detroit FAAS Team has been asked to write the FAAS Team representative's manual for the entire country.

Representatives of the FAAS Teams are private individuals dedicated to the promotion of aviation safety. They voluntarily serve as assistants to the FAAS Team in creating a culture of safety in their community. Applications to become a representative are available through the FAASafety.gov Web site. Upon acceptance from the FAAS Team program manager, representatives or lead representatives are appointed to one-year terms and are required to undergo annual currency training.

Mr. Weaver identified the many programs the FAAS Team representatives, under Program Manager Carol Callan, are involved in, in addition to conducting aviation safety seminars: the Pilot Proficiency Award program, the Pilot and Aircraft Courtesy Evaluation (PACE) program; the Aviation Maintenance Technician Awards program; the Charles Taylor Award program, the Wright Brothers Master Pilot Award program, and the General Aviation Awards program. He thanked the Commissioners and staff for their support and recognition and pledged to continue with efforts aimed at a safer future.

III. COMMISSION BUSINESS

A. Minutes of September 13, 2006

Returning to the agenda, the Chairman entertained a motion for approval of the minutes of the MAC meeting held September 13, 2006.

It was moved by Commissioner Adams, with support from Commissioner Woods, to approve the minutes of September 13, 2006. By unanimous voice vote, the MOTION CARRIED.

The Chairman called on Funding Manager David Baker to present the 14 projects pending Commission approval.

As a point of clarification, Mr. Baker noted that the funding for the projects under consideration would be from FY '07 funds which are yet to be appropriated.

B. Federal/State/Local Projects

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Padgham Field Allegan	Land acquisition, wetland mitigation, design of runway 10/28 realignment/extension, parallel taxiway, and connecting taxiway reconstruction	\$379,150	\$ 82,939	\$11,849	\$ 473,938
James Clements Bay City	Design of T-hangars	20,000	4,375	625	25,000
W.K. Kellogg Battle Creek	Land acquisition/relocation costs for Parcel 150 (Kellogg)	1,235,256	270,212	38,602	1,544,070
Clare Municipal Clare	Land acquisition (reimbursement) for Parcel E12	128,000	28,000	4,000	160,000
Detroit Metro- Wayne County Detroit	Residential Sound Insulation Program	120,968	0	30,243	151,211
Willow Run Detroit	Supplemental – Improve runways 23R & 23L safety areas, including security fencing; construct parallel taxiway G; conduct noise compatibility study	648,589	17,068	17,068	682,725
Abrams Municipal Grand Ledge	Land acquisition (reimbursement)	103,000	22,531	3,219	128,750
Hastings Hastings	Land acquisition for runway 18 approach	280,000	61,250	8,750	350,000

Hillsdale Municipal Hillsdale	Land acquisition	500,000	109,375	15,625	625,000
Toledo Suburban Lambertville	Approach clearing for runway 27; remark & light runway 27 threshold, perimeter fence for east end	0	52,250	2,750	55,000
Capital City Lansing	Cargo Apron Design, 405 Approach Survey	183,350	4,825	4,825	193,000
Mackinac Island Mackinac Island	Land acquisition for west approach & RPZ protection	960,000	240,000	0	1,200,000
Owosso Community Owosso	Land acquisition aviation easements & Exhibit A update	84,000	18,375	2,625	105,000
Presque Isle County Rogers City	Land acquisition, partial parallel taxiway (phase I), approach clearing, hangar access drive	326,000	71,312	10,188	407,500
H.W. Browne Saginaw	Update Exhibit A; design rehabilitation of runway 5/23 pavements & lighting	60,000	13,125	1,875	75,000
West Branch Community West Branch	EA for runway safety area	48,000	10,500	1,500	60,000
Totals		5,076,313	1,006,137	153,744	6,236,194

The Chairman allowed Mr. Baker to continue with the supplemental transfers previously approved by the Director in accordance with Commission policy. Mr. Baker identified four supplemental transfers, as contained in the Reports Section of the Commissioners' notebooks:

Gladwin, Gladwin Zettel Memorial: A ten (10) percent increase in federal/state/local funds resulting from higher than anticipated costs to construct. The original cost of \$510,000 is thereby increased by \$51,000, for a total project cost of \$561,000.

Grosse Ile, Grosse Ile Municipal: A fifteen (15) percent increase in federal/state/local funding resulting from a higher than anticipated contract fee. The original cost of \$62,400 is thereby increased by \$6,675, for a total project cost of \$69,075.

Holland, Tulip City: A fifteen (15) percent increase in federal/state/local funds is needed to complete the fencing near the tunnel as part of the subject project. The original cost of \$582,000

is thereby increased by \$68,000, for a total project cost of \$650,000.

Plymouth, Canton-Plymouth-Metettal: A nine (9) percent increase in federal/state/local funding resulting from higher than anticipated construction costs. The original cost of \$346,370 is thereby increased by \$29,800, for a total project cost of \$376,170.

No official action is required on the supplemental transfers.

The Chairman invited questions from the Commissioner on the transfers and supplementals previously identified.

With respect to the project at the James Clements airport, Commissioner Everman inquired as to the process for obtaining funding for T-hangars.

Mr. Baker explained that in years past, T-hangars were not considered a legitimate use of funds; however, when nonprimary entitlements were incorporated into the federal Airport Improvement Program in 2003, construction of T-hangars were also eligible. If an airport does not have any approach or runway protection zone issues or serious pavement concerns, nonprimary entitlement funds may be used to construct T-hangars. When the airport applies for these funds, there is a review of the five-year plan to ensure that there are no greater issues. The funds are restricted to use on airport property.

With respect to the noise abatement project for Detroit Metro Airport, Chairman Collins queried as to the types of sound insulation provided.

Mr. Baker clarified that this ongoing project resulted from a Part 150 Noise Study, whereby an analysis is conducted and grids are drawn to determine homeowner impact. Based on this study, homeowners are either bought out or provided with noise insulation consisting of replacement doors and windows, attic insulation, air conditioning, and the like. The cost of this is approximately \$30,000 per household.

The Chairman entertained a motion to approve the 14 projects presented by Mr. Baker.

It was moved by Commissioner Adams, with support from Commissioner Everman, to approve the projects described. By unanimous voice vote, the MOTION CARRIED.

The Chairman called on Linn Smith, Airports Division, to present the next item for consideration.

C. Approach Protection Plan Standards

Previously, the Aeronautics Commission approved an Approach Protection Plan for over 200 public use airports throughout the state. The plan, a two-part document, includes height protections as per FAA Part 77 as well as onsite NAVAIDs and/or weather reporting systems, such as VOR and AWOS. It also includes land-use guidelines for both off and on-airport property. The document is used by local airport sponsors and local zoning boards as a guide to compatible land use and height protections for the airport.

Following consultation with local airport sponsors, local zoning agencies, and airport consultants, staff of the bureau are recommending a change to the standards within the land use guidelines. The change relates to Zone 3 only; language for the other four zones will remain intact. Referencing Land Use Characteristics in Exhibit C, Mr. Smith cited residential versus non-residential land use, which suggests land usage for runways based on their length. For runways of less than 4000 feet, it recommends “no residential land use.” This is believed to be incompatible with the local sponsors and local zoning agencies’ needs. Staff are recommending that all runway lengths in Zone 3 “limit residential development to low density housing standards.”

Mr. Smith asked the Commission to approve this modification to the land use guidelines for approach protection plans at all public use airports.

Hearing no questions, the Chairman entertained a motion for approval.

Whereupon it was moved by Commissioner Adams, with support from Commissioner Everman, to approve the editorial changes requested to the Approach Protection Plan Standards for public use airports. By unanimous voice vote, the MOTION CARRIED.

Mr. Smith continued with identification of 14 airports requiring approval for approach protection plans. He explained that the airports were undergoing Airport Layout Plan updates when the majority of the approach protection plans were adopted.

The 14 airports are as follows: Bannister–Shady Lawn Farms; Baraga; Corunna–Mill Stream Park; Durand–Waite Field; Emmet–Sharp’s Strip; Frankenmuth–Zender Field; Gaylord–Lakes of the North; Iron River–Stambaugh; Lincoln–Flying “M” Ranch; Mason–Craft’s Field; Pointe Aux Pins–Bois Blanc Island; Rockford–Wells Airport; Sparta; St. Clair–David’s Landing.

He asked that the Commission apply the Approach Protection Plan Standards to the 14 airports cited.

The Chairman entertained a motion to approve Approach Protection Plan Standards for the 14 airports identified by Mr. Smith.

Whereupon it was moved by Commissioner Adams, with support from Commissioner Everman, to approve 14 additional Approach Protection Plans for the airports previously listed. By unanimous voice vote, the MOTION CARRIED.

D. 2007 Meeting Schedule

Referencing Exhibit D, a draft meeting schedule for 2007, the Chairman recited the dates requiring approval: January 24, March 29, May 30, July 25, September 19 (a joint meeting with the Michigan Association of Airport Executives), and November 28, 2007.

Director Abent directed the Commissioners' attention to a handout listing venues of past offsite meetings and asked that they review the list for feedback at the next meeting on where the Commission might hold an offsite meeting in either May or July of 2007.

The Chairman entertained a motion to approve the meeting dates listed in Exhibit D. Whereupon it was moved by Commissioner Adams, with support from Commissioner Everman, to approve the dates proposed for 2007 meetings. By unanimous voice vote, the MOTION CARRIED.

The Chairman recalled Mr. Baker for a briefing on the Charlotte Airport.

IV. DISCUSSION

A. Charlotte Airport

For purposes of background, Mr. Baker explained that through discussions, a determination had been made that regular briefings on how the bureau functions would be of interest to the Commissioners. The Fitch H. Beach Airport in Charlotte was selected to profile after the city of Charlotte requested assistance in determining whether the current airport would meet future demands of this rapidly-growing community or whether a new airport would be needed.

Mr. Baker turned the floor over to Ron Engel, P.E., of Mead and Hunt, consulting engineers, for a briefing on the steps undertaken to arrive at such a determination. With the aid of slides, Mr. Engel briefed the Commission on the Charlotte airport. His report is paraphrased as follows:

Mr. Engel noted that looking at the feasibility of a new airport today is very unusual. The city of Charlotte is facing a question of whether the airport will remain viable vis-à-vis development that is taking place in the community. To answer this question, a user's survey was conducted, whereby questionnaires were mailed to potential users of the airport. One question asked was, if the runway were lengthened, would you use the

airport today? Responses received indicated there was a need and that an additional 500 operations by aircraft that can't use the airport today would use it if the runway were longer. Mr. Engel noted that the 500 number is seen by the FAA as a threshold or justification for extending a runway. Based on responses received, it was determined that a closer look would be necessary.

Mr. Engel shared photos of the existing airport. He noted several challenges. Lengthening the existing 3500-foot runway to 5000 feet is complicated by an existing roadway in one scenario and by a creek in another. A new residential development also presents a challenge. A runway realignment (indicating) would involve a relocation of Island Highway. Also, the runway taxiway separation at the airport is not wide enough to accommodate a 5000-foot runway. At this point, it was determined that new sites would need to be examined.

An advisory committee, made up of city and township officials, users, the drain commission and road commission, 25 people in all, sat down and started discussions on the parameters of a new site. The committee developed parameters and gave them various weights. All the data were put into a database to develop an empirical analysis of the various alternatives. Meetings were held with the advisory committee to put the parameters together and conducted site visits of alternative sites. Eleven different sites surfaced as potential sites for a new airport.

With the aid of slides, Mr. Engel described the process of comparing and analyzing the various sites and the impact on same. A list of impacts was prepared. Once the first blush analysis was completed, a meeting was held with the committee to go over the findings and eliminate the least desirable sites. The number of sites was narrowed to seven sites, including the existing site, which is used as the measurement for all others. The next step is to look at the seven sites more critically. Mr. Engel shared additional slides depicting the items under scrutiny at each site. The next step will be to go the public and share what the committee has come up with. Public information meetings will be held in the spring to gather public input. The findings will also be sent to MDOT, the MDEQ, DNR, US Fish and Wildlife, all the review agencies, to get their feedback. Ultimately, there will be a recommendation or a finding of a preferred alternative for recommendation to the city counsel.

The question resulting from this process is, then what? The next step is determining whether the project can be justified; are the impacts minimal enough that it can happen, and where is the money going to come from for the project. If the decision is to move forward, the next step would be an Airport Layout Plan for the chosen site and an Environmental Assessment.

He emphasized that a feasibility study is not a commitment; rather it's a piece of the puzzle.

Mr. Engel identified the key contacts for the project: Dennis Start, City Manager; Stephanie Ward, Project Manager; and Kevin Mulcaster, Project Planner. Information on the project is available on the project web site:
www.meadhunt.com/index.php/projects/charlotte_study.

Mr. Engel invited questions from the Commissioners.

The Chairman thanked Mr. Engel for a very informative presentation.

Mr. Baker advised that the bureau will continue with these types of updates on the airport. Of course, the community, he noted, may decide that it doesn't want to commit to the project, and that would be an acceptable outcome as well. He added that too many airports don't do this type of thing until it's too late and they're surrounded by development. He congratulated the city of Charlotte for its initiative and invited interested parties to contact him for additional information on the project.

Returning to the agenda, the Chairman called on MDOT Director Kirk Steudle to introduce the next item.

B. State Long Range Plan

For background purposes, Director Steudle explained that the State Long Range Plan is a 25-year look into the future. It is federally required in order to receive and expend federal funds. The plan itself does not identify specific projects; it is simply an outline in the broadest terms as to where Michigan is heading in transportation across the state. Approximately one-and-a-half years ago, an aggressive effort to engage stakeholders in the process was kicked off. Members from the aviation community have been involved in these efforts. The plan has a deadline for completion by July 2007. Mr. Steudle reported that Michigan is in good shape with one of the best plans in the country. He turned the floor over to Susan Gorski, Bureau of Transportation Planning.

Ms. Gorski proceeded with a PowerPoint presentation, paraphrased as follows:

The State Long Range Plan will cover a 25-year planning period, from 2005 to 2030. The plan is scheduled for completion in May 2007, and will be signed and transmitted to the Federal Highway Administration by the July 1st deadline.

Ms. Gorski highlighted the areas to be covered: Goals and objectives, strategies, and policy recommendations based on information gathered. The vision that was developed during the Transportation Summits of 2003 and 2004 was the starting point, which was a broad vision for the state. This broad vision was used to set direction, to build on the existing plan, and to build on the work from the summit.

Processes being pursued involve: the Participation Process, Public Vision and Performance Measures (goals), looking at what is meant by integration, the issues, the conditions and performance, looking at strategies and packages, corridor evaluation and the importance of those, looking at the analysis in terms of finance, et cetera, which all lead up to the final document.

To date, a draft integrated preferred vision has been completed and is under review, and two rounds of public participation have been completed. Technical reports are under final review; goals and objectives have been identified; and corridors have been defined. An economic impact analysis is underway to determine what all this means to the State of Michigan.

Ms. Gorski shared a slide illustrating the “Path to the Preferred Vision” and identified the various processes undertaken to determine the Preferred Vision for an Integrated Transportation System. All of this has melded into the MDOT Vision. The Preferred Vision will serve as the backbone for the plan. It incorporates the core values, principles, and the characteristics of a preferred transportation system.

Participation is key to success. Thus far in the process, over 2000 individuals have contributed input. Over 1900 individuals participated in an on-line Web site survey. Upcoming workshops are scheduled at the end of the month to obtain more input. MDOT is working with the Library of Michigan, regional library cooperatives, and local libraries to further engage the public. Director Steudle and State Librarian Nancy Robertson jointly announced this partnership to help set the direction for transportation decisions and investments through 2030.

Other key elements: The Michigan Airport System Plan (MASP 2000) is a key component in looking at transportation and connectivity. The MASP 2000 presents the results of a system planning process that is aligned with the goals and objectives of MDOT’s State Long Range Plan. As the long range plan receives updates, the MASP will be updated for its next cycle. Working with the staff of Aeronautics, Director Abent (a project sponsor) and Pauline Misjak will ensure continuity of the goals and objectives for the plan.

Seventeen technical reports have been completed and are available for review on the MDOT Web site. The aviation technical report has been completed and is under review and will soon be posted on the Web site as well.

Technical reports provide crucial information to understanding the transportation system in the state. The Aviation Technical Report provides an overview of how Michigan’s airport system operates. It emphasizes the effects that general aviation and commercial aviation have on local economies, demographics and business locations throughout the

state.

Focal points of the aviation program have been identified in terms of improving accessibility, facilitating development, and improving scheduled passenger and freight services at air carrier airports, as well as preserving and improving Michigan's aviation infrastructure, which include both airport facilities and the services provided.

With respect to integration of transportation services and networks, there needs to be examination of connectivity between aviation and all other modes of transportation. Integrating aviation into a statewide transportation vision will entail providing infrastructure appropriate for Michigan's aviation system, local communities, and aviation-dependent businesses. Key to this process are linkages to highway, transit and rail services, which can be critical in terms of connecting and ensuring the movement of individuals and goods.

Staff are taking a corridor approach to the development of the plan. Borders and corridor analyses have been completed to identify the corridors of highest significance in the state. Using activity centers and transportation connections (freight network, air cargo services, airports with scheduled air service, population served, demographics, employment and business centers), national and international corridors as well as statewide and regional corridors have been identified. Resulting data will be used to develop performance measures to understand the conditions and performance of the transportation system and ensure that we have a transportation system that meets the vision that is being defined.

Already, through the input received, goals and objectives have been identified and categorized into three key components: integration, economic benefit, and quality of life. Measurements under each objective are being defined.

Ms. Gorski highlighted the upcoming schedule: a second library outreach/web questionnaire; a second household participation study; and economic advisory group and stakeholder workshops, culminating in a draft plan document by December 1, and a final document slated for May 1, 2007.

More information on the State Long Range Plan may be accessed through the MDOT website, at www.michigan.gov/slrp, or by phone at 1-800-341-1828.

Ms. Gorski invited questions from the Commissioners and/or the audience.

There being no questions, Chairman Collins thanked Ms. Gorski for a very interesting presentation. He opened the floor for comments from the public.

V. PUBLIC COMMENT

Mr. Lee Scherwitz, Airport Director, Southwest Michigan Regional, reported that in 1996, a committee was formed called Friends of the Airport, a group supporting the formation of an airport authority. He noted that educating the public was a challenge to getting the authority formed; a lot of individual units of government were opposed to the idea, and isolationism was rampant. After some time, a ballot on the authority went before the voters, and the authority was approved by four of the approximately 10 municipalities. Mr. Scherwitz noted that a ten-year millage will expire on December 31st. With assistance from the staff of the Bureau of Aeronautics, an informational program was developed and Friends of the Airport resurrected. Voter turnout was overwhelming. The airport authority has grown to six municipalities. Mr. Scherwitz thanked the MAC and staff of the bureau for their support and assistance.

There being no further requests for comment, the Chairman called on Director Abent for his report.

VI. REPORTS

Director's Report

Previous to his oral report, Director Abent thanked Susan Gorski for a terrific presentation.

With the aid of slides, Director Abent, reported on what he termed "transitions" within the bureau. He noted the passing of John Dallal, an account manager in the department for 30 years. Mr. Dallal retired in April 2006, and died unexpectedly on November 8. Director Abent extended condolences to John's wife Linda and son Justin.

On a brighter note, the position of State Block Grant Coordinator has been filled by Betsy Steudle (applause); and following an exhaustive search, the accountant position in the bureau has been filled by Ms. Lisa Simmer. Mr. Abent asked Ms. Simmer to stand. (Applause.)

Mr. Abent noted that members of the Commission serve without compensation. In particular, the chairman serves countless hours advocating for aviation, traveling the state, and discussing issues of importance with our aviation partners. Discussions have taken place on how to recognize these contributions. It was decided that a new tradition would be established to honor former chairmen through the presentation of a plaque. He called on former chairmen Everman and Adams to join him at the podium.

In a brief ceremony, Commissioner Steudle and Commission Director Abent presented a walnut plaque to Commissioners Everman and Adams. (Applause and photos taken.)

Commissioner Everman expressed sincere appreciation. He observed that serving on the Commission is an honor; that all the Commissioners serve with passion.

Commissioner Adams reminisced about his two-year term as chairman, adding that he would gladly serve again. He thanked Director Steudle and Commission Director Abent for this special recognition of both his and former Chairman Everman's contributions. He spoke of the pleasure of working with staff of the bureau and the airport managers. (Applause and photos taken.)

Director Abent continued with a report on a conference call held the day prior with board members of the National Association of State Aviation Officials and the FAA Airports Administrator regarding an effort to validate based aircraft inventories at general aviation airports. The issue is problematic for a number of reasons. The issue was first brought to light by the Michigan Association of Airport Executives (MAAE). Sean Brosnan, former chair of the MAAE, led the charge to get the issue heard at the national level. Director Abent reported that a satisfactory resolution has been reached. He thanked Mr. Brosnan and the MAAE for partnering with the bureau to resolve this issue.

Director Abent highlighted the importance of recurrent pilot training by citing a situation where pilot Gerry Edwards was forced to make an emergency landing at the Capital City Airport on today's date.

With regard to a new practice of holding meetings with out aviation partners, Director Abent reported having met with airport managers at Clare Municipal, Boyne City Municipal, and Otsego County. He announced upcoming events, which include the State Aviation Directors meeting with the FAA in Chicago on November 16, and the Michigan Business Aviation Association's annual legislative reception on November 28. Commissioners are cordially invited to participate in this event.

Director Abent thanked the staff of the department and gave special thanks to the Detroit Aviation Safety Counselors.

There being no further business to come before the Commission, Chairman Collins declared the meeting adjourned.

The meeting concluded at approximately 11:20 a.m.

The next regular meeting of the Aeronautics Commission will be held on Wednesday, January 24, commencing at the hour of 10:00 a.m., in Lansing.

Director

Chairman

Dated: _____

